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frozen sources of water-supply. This is very well accentuated in the description of the course of the Rhine as long as it remains under the direct influence of its alpine cradle. The rôle played by the Lake of Constance as a receptacle of drift carried by the river while yet in the state of a turbulent mountain stream, and of a clearing basin for the waters which emerge from it, leaving behind the detritus, is stated in few but expressive words.

Naturally, the main topics of the book—transit, trade, and industry, as affecting the Rhine and affected by it—become prominent only when the author has led his subject to where it becomes exclusively a German river. Previously only the northern bank of the Rhine, after leaving the Lake of Constance, is German, and through the affluence of Swiss branches of a partly alpine character and the geological features, to which Dr. Wickert is careful to refer, it is available only for rather primitive navigation, now largely superseded by railroads. The river becomes an important commercial highway only when it begins to flow between German banks. Dr. Wickert does not touch upon Holland. He might have done well, also, not to mention Swiss sections in a manner leading unsophisticated readers to suppose they might be parts of the German Empire of modern construction. The Canton of Graubünden, for instance, owes allegiance to Germany as little as any other part of Switzerland.

Very minute details, not only regarding the Rhine itself, but every one of its affluents on German soil, and taken from the most authoritative sources, constitute the bulk of Dr. Wickert's work. They are arranged geographically from south to north, and a wealth of tables, diagrams, and (at the end) highly-instructive maps, accompany them. The intention is to show the course of each tributary, the nature and resources of the countries traversed, the fluctuations of the water-courses produced by meteorological phenomena, and the influence they have had on transit, commerce, and industry, from former days (as far as data are accessible) to the present time. The author remains always true to his subject, not exceeding the limits that subject traces for him, but encompassing every thing that may be legitimately included. The historic side is treated in its proper place and in a concise manner. The flaws which have been pointed out do not affect the general excellence of the work. It is a book for study and reference, and a valuable contribution to hydrography and economic geography.

A. F. B.

Le Tour du Montblanc. Par Emile Daullia. viii-308 pp. Paris, Charles Mendel, 1899.

In this beautifully-illustrated volume the author is pursued too closely by recollections of *Tartarin sur les Alpes*. It is always difficult to imitate a genius like Alphonse Daudet, and when an attempt of the kind is to be harmonized with another "attempt" at serious description the outcome is usually a failure. Had Mr. Daullia confined himself to the rich material for description and information which his subject affords, and not tried to enliven his pages through too much "personal element," he would have produced a very readable book. As it is, there is not enough of the serious and there is too much of what *might* be entertaining, were it more vigorous. It appears that he sincerely enjoyed his "round-up" of the culminating point of Europe's highest mountains, that he felt the beauties of a scenery unparalleled, perhaps, anywhere; but the descriptions, however well written, are too much intersected by would-be humouristics of the mildest, most guileless, type.

The book is not altogether devoid of information, but it is, in the main, a kind of *feuilleton* rather than a piece of geographic literature. A great deal might have been said about the places described that would have been of lasting value. Dr. Daullia, however, sacrifices too much to the doubtfully witty. Whenever information is proffered it is not always correct. Thus the name of the celebrated St. Bernard dog, the mortal remains of which are preserved at the Museum of Berne, was not "Baril" but "Barry." Otherwise, the details given concerning these "Salvation" dogs are quite true.

No map accompanies this essay on the surroundings of Mont Blanc. The excellence of the photographic views compensates in part for the deficiency. The place of the book is with light literature of the semi-serious kind. A. F. B.

Die Eisenbahnen, ihre Entstehung und gegenwärtige Verbreitung. Von F. Hahn. 150 pp., Illustrations and Index. B. G. Teubner, Leipzig, 1905. (Price, M. 1.25.)

This interesting as well as edifying narrative treats of the origin, progress, and present distribution of railroads. It describes (1) pioneer railroad-building in England, Germany, and America; (2) railroad construction, rolling stock, signals, and other appliances so far as it is the purpose of the book to enter into the technical phases of the railroad business; (3) the great north and south roads, the great east and west roads, and the European mountain and city lines. The book is very readable, and at the same time full of information.

In the West Indies. By W. B. F. 64 pp. and 6 Illustrations from original photographs. Arnold Fairbairns, London, 1905. (Price, 1s.)

Contains ten articles, first printed in a British newspaper, and relating to Jamaica, Porto Rico, St. Thomas, the Boiling Lake of Dominica, cacao in Dominica, and Martinique. The book is well written, and gives a good idea of some of the islands from the tourist's standpoint. The author was very favourably impressed with the progress of Porto Rico (this is the official U. S. spelling, though the author uses the Spanish form). He says:

It is not too much to say that, from a place of economic insignificance, the American will raise Puerto Rico to an island of the first importance in the West Indies, and this result may be looked for in a very little while.

Géographie agricole de la France et du Monde. Par J. Du Plessis de Grenédan. With 118 maps and diagrams. Paris, Masson et Cie., 1905. (Price, 7 fr.)

The object of this book is to place at the disposal of the students, in a clear and concise form, a sum of information on geographic-agricultural matters which could not be otherwise acquired except by laborious researches all over the field of general geography, and this purpose has been admirably attained. The author has selected, from physical, political, and economical geography, all that is of importance for the study of agriculture: the influences of soil, elevation, climate, geological structure of a given region on its production, the distribution of various forms of cultivation and production according to geographic conditions, and the ways and means by which, in each case, these conditions can be utilized to best advantage. The book is thus theoretical and practical at the same time, and the scientific spirit which pervades either part of the discussion makes it especially valuable among other books of this kind.